

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 05/13/2003

CHI02FA140 File No. 13294	05/23/2002	Anderson, IN	Aircraft Reg No. N827CM	Time (Local): 15:05 CDT		
Make/Model: Schutte / Ms. Ryan Special				Fatal	Serious	Minor/None
Engine Make/Model: Lycoming / IO-540-C4B5			Crew	1	0	0
Aircraft Damage: Destroyed			Pass	0	0	0
Number of Engines: 1						
Operating Certificate(s): None						
Type of Flight Operation: Flight Test						
Reg. Flight Conducted Under: Part 91: General Aviation						
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Day		
Destination: Local Flight				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 10.00 SM		
				Wind Dir/Speed: 180 / 010 Kts		
				Temperature (°C): 24		
				Precip/Obscuration:		
Pilot-in-Command				Flight Time (Hours)		
Age: 54						
Certificate(s)/Rating(s)				Total All Aircraft: 1475		
Private; Multi-engine Land; Single-engine Land				Last 90 Days: Unk/Nr		
				Total Make/Model: Unk/Nr		
Instrument Ratings				Total Instrument Time: 150		
Airplane						

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The airplane contacted the terrain following an inflight separation of the canard. Witnesses reported that during the days prior to the accident, the pilot had removed the canard to install an autopilot system. An employee of the pilot reported that the pilot was the only person who had been working on the airplane. The accident occurred on a test flight following the installation. The canard was located 6/10 mile from the main wreckage. The canard was intact and contained minor damage to the leading edges and to the left tip. Neither of the bolts, which attach the canard to the shear web (bulkhead), was located. A section of the bulkhead, containing one of the imbedded bushings through which the attachment bolt would pass was located. Neither of the attachment tabs on the canard showed any significant damage. The perimeter of the canard skin is attached to the fuselage with screws. The screw holes on the canard were ripped through.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: UNKNOWN

Findings

1. (C) CANARD - SEPARATION
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: UNKNOWN

Findings

3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to properly install the canard attach bolts prior to the flight and the resulting inflight separation of the canard.